

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 29/03

Page 100—Lines 27 to 28/L; read:
or any other flag displayed.

Archipelagic Sea Lanes

Archipelagic Sea Lanes (ASL), as defined by the United Nations Convention on the Law of the Sea (UNCLOS), have been designated through the Indonesian archipelago. The axis lines of the nine ASLs, which may be seen on the accompanying graphic, are, as follows:

1. ASL I (South China Sea-Selat Karimata-Western Java Sea-Selat Sunda-Indian Ocean)

- a. 3°35'00"N, 108°51'00"E.
- b. 3°00'00"N, 108°10'00"E.
- c. 0°50'00"N, 106°16'20"E.
- d. 0°12'20"S, 106°44'00"E.
- e. 2°01'00"S, 108°27'00"E.
- f. 2°16'00"S, 109°19'30"E.
- g. 2°45'00"S, 109°33'00"E.
- h. 3°46'45"S, 109°33'00"E.
- i. 5°12'30"S, 106°54'30"E.
- j. 5°17'15"S, 106°44'30"E.
- k. 5°17'15"S, 106°27'30"E.
- l. 5°15'00"S, 106°12'30"E.
- m. 5°57'15"S, 105°46'20"E.
- n. 6°18'30"S, 105°33'15"E.
- o. 6°24'45"S, 104°41'26"E.

2. ASL IA (Northeast of Pulau Bintan)

- a. 1°52'00"N, 104°55'00"E.
- b. 0°50'00"N, 106°16'20"E.

3. ASL II (Celebes Sea-Selat Makasar-Selat Lombok-Indian Ocean)

- a. 0°57'00"N, 119°33'00"E.
- b. 0°00'00", 119°00'00"E.
- c. 2°40'00"S, 118°17'00"E.
- d. 3°45'00"S, 118°17'00"E.
- e. 5°28'00"S, 117°05'00"E.
- f. 7°00'00"S, 116°50'00"E.
- g. 8°00'00"S, 116°00'00"E.
- h. 9°01'00"S, 115°36'00"E.

4. ASL IIIA-Part 1 (Pacific Ocean-Molucca Sea-Ceram Sea-Banda Sea)

- a. 3°27'00"N, 127°30'40"E.
- b. 1°40'00"N, 126°57'30"E.
- c. 1°12'00"N, 126°54'00"E.
- d. 0°09'00"N, 126°20'00"E.
- e. 1°53'00"S, 127°02'00"E.
- f. 2°37'57"S, 126°30'00"E.
- g. 2°53'00"S, 125°30'00"E.
- h. 3°20'00"S, 125°30'00"E.
- i. 7°50'00"S, 125°21'09"E.

5. ASL IIIB-Part 2 (Savu Sea-Indian Ocean)

- a. 8°57'00"S, 123°50'49"E.
- b. 9°03'00"S, 123°34'00"E.
- c. 9°23'00"S, 122°55'00"E.

- d. 10°12'00"S, 121°18'00"E.

- e. 10°44'30"S, 120°45'45"E.

6. ASL IIIB (Banda Sea-Selat Leti)

- a. 3°20'00"S, 125°30'00"E.

- b. 4°00'00"S, 125°40'00"E.

- c. 8°03'00"S, 127°21'12"E.

7. ASL IIIC (Banda Sea-Aru Sea)

- a. 3°20'00"S, 125°30'00"E.

- b. 4°00'00"S, 125°40'00"E.

- c. 6°10'00"S, 131°45'00"E.

- d. 6°44'00"S, 132°35'00"E.

8. ASL IIID (Savu Sea-between Sawu and Roti-Indian Ocean)

- a. 9°23'00"S, 122°55'00"E.

- b. 10°58'00"S, 122°11'00"E.

9. ASL IIIE (Celebes Sea-Molucca Sea)

- a. 4°32'12"N, 125°10'24"E.

- b. 4°12'06"N, 126°01'00"E.

- c. 1°40'00"N, 126°57'30"E.

The use of an ASL is not mandatory. However, vessels electing to make an ASL Passage shall not deviate more than 25 miles from the axis line. Where an island borders the ASL, vessels in an ASL Passage may not navigate closer to the coast than 10 per cent of the distance between the nearest point of land and the axis line of the ASL. Vessels may still transit this area in innocent passage. Outside sea lanes or normal routes, vessels must transit archipelagic waters in innocent passage.

Vessel traffic in an ASL is not separated, except within a traffic separation scheme. Where a traffic separation scheme exists, the rules for the use of the traffic separation scheme applies.

It should be noted that the axis lines of the ASL do not mark the deepest water, any route, or any recommended track.

Restricted Area

[**Note.**—The graphic titled **Indonesia Archipelagic Sea Lanes (ASL)** that was added in Notice to Mariners No. 14/03 remains.]

(26(2752(P))03 Taunton)

30/03

PUB 124 8 Ed 2001 LAST NM 29/03

Page 88—Line 37/R; insert after:

Regulations.—The following regulations are in effect in the port:

- 1. The maximum speed near the port is 8 knots.
- 2. Anchored vessels must report place, date, and time of anchorage or mooring to Harbormaster's Office of the port.
- 3. Anchored vessels must keep engines ready and the necessary crew for maneuvering.
- 4. Use of tugs is mandatory.
- 5. Vessels are prohibited from overtaking other vessels or crossing lanes in the marked channel of the bar.

PUB 124 (Continued)

6. Vessel size restrictions are 260m in length, 40m in width, and a draft of 9.39m, including adjustment for tides.

7. Disabled vessels may only remain at anchor for a limited time. Vessels must have tug made fast and ready for tow.

Caution.—Southern Right Whales are protected by law and frequent this coastal region between May and November. Vessels are advised to keep a good lookout to avoid whales.

(Brz SD South Coast)

30/03

Page 89—Line 10/R; insert after:

Regulations.—The following regulations are in effect in the port:

1. Vessels larger than 170m are only allowed access to the commercial quay during daylight hours.

2. The petroleum and chemical terminals can only be accessed at HW. The maximum permitted draft at the petroleum terminal is 6.25m; the maximum permitted draft at the chemical terminal is 5.94m.

3. Vessels maneuvering in the canal and anchoring grounds must use international sound signals.

4. Vessels should moor port side-to. If the vessel is moored starboard side-to, mooring lines must be doubled with extra stern lines.

(Brz SD South Coast)

30/03

Page 92—Line 31/L; read:

transmits from the light. A DGPS station is also located at this location.

(Brz SD South Coast)

30/03

Page 93—Line 13/R; insert after:

It has been reported that a DGPS station is operating for this port.

(Brz SD South Coast)

30/03

Page 94—Line 27/L; insert after:

Piracy and armed robberies have been reported in the area of Rio Grande port.

(BA NP 5)

30/03

Page 102—Lines 46 to 49/R; strike out.

(NIMA)

30/03

PUB 126 6 Ed 2002 LAST NM 28/03

Page 13—Lines 45 to 58/R; read:

Depths—Limitations.—Passe Kaki has a least depth of 6.4m on the range line. From the pass to the former military base, the channel was reported to have a least charted depth of 11m. The channel to the anchorage off Otepa has a swept depth of 7.4m.

A berthing facility, with a least depth of 5.5m alongside, is available at the military base.

Aspect.—A group of hangars with an aircraft control tower lies about 2.3 miles E of Passe Kaki.

Passe Kaki and the inner channels are marked by lights, beacons, buoys, and range beacons. Additionally, Passe Kaki is marked by a lighted range in line bearing 168°.

Pilotage.—Pilotage is compulsory.

(17(1923)03 Taunton)

30/03

Page 135—Lines 44/L to 11/R; read:

Pilotage

Pilotage is compulsory for all foreign vessels and warships.

| Pilots and Port Contact Info | |
|------------------------------|-----------------------|
| Telephone | |
| Port Authority | 687 255000 |
| Harbormaster | 687 785736 |
| Pilots | 687 273274 |
| Fax | |
| Port Authority | 687 275490 |
| Harbormaster | 687 283772 |
| Pilots | 687 277178 |
| E-Mail | |
| Port Authority | noumeaportnc@canl.nc |
| Harbormaster | noumeaportcap@canl.nc |
| Pilots | pilotage@canl.nc |

French warships are exempt from pilotage, as are pleasure craft less than 60m in length. Masters of pleasure craft less than 60m in length are advised to consider engaging the services of a pilot if unfamiliar with the area.

Pilotage for New Caledonia is centralized at Noumea. Vessels proceeding to Noumea should order the pilot at least 24 hours in advance.

For vessels approaching Passe de Boulari, which is the W entrance to Noumea, the pilot will board 3 miles SW of Amedee Light. For tank vessels, the pilot will board 7 miles SW of Amedee Light.

The pilot may board tankers bound for Noumea 5 miles off Passe de Dumbea by prior arrangement, however, no guidelines have been published for ordering pilotage for tank vessels required to use Passe de Dumbea. Tankers, with 1,500 tons or more of black oil or with more than 20,000 tons of clean oil, must proceed to Passe de Dumbea with a pilot onboard. Vessels are urged to send their request in advance of arrival. A designated pilot boarding area is located 1 mile seaward of the pass in position 22°23'S, 166°14'E.

Canal de Havannah is used as the E access to Noumea, Ile des Pines, and E coast ports. If transiting Canal de Havannah in daylight, the pilot will board off **Gorro Light** (22°20'S., 167°02'W.); at night the pilot will board off **Port Boise** (22°21'S., 166°16'E.).

Pilot vessels here are black hulled with a white band and are fitted with VHF radiotelephone.

(BA NM 12/03, Section VI)

30/03

PUB 154 8 Ed 2002 LAST NM 23/03

Page 10—Line 4/R; read:

sailboats, are to transit the Outer Harbor and the Middle Harbor via the vessel

(Can NM 6W/03, Section 4) 30/03

Page 10—Lines 34 to 35/R; read:

at all times. To aid mariners, four white strobe lights, located at Berens Island, Shoal Point, Laurel Point, and Pelly Island, are activated by

(Can NM 6W/03, Section 4) 30/03

Page 21—Line 18/R; read:

the ferry landing.

(Can NM 6W/03, Section 4) 30/03

Page 152—Lines 28 to 29/R; read:

from the E side of this island.

(Can NM 5W/03, Section 4) 30/03

PUB 160 2 Ed 2002 LAST NM 23/03

Page 150—Lines 15 to 17/R; read:

Time is not observed.

(BA NM 26/03, Section VI) 30/03

PUB 163 8 Ed 2002 LAST NM 29/03

Page 78—Lines 42/L to 4/R; read:

Port of Tanjungperak (Surabaya)
(7°12'S., 112°44'E.)

World Port Index No. 51130

3.38 Tanjungperak, situated on the S side of Selat Surabaya, is second only in importance in Jawa to Tanjungpriok, the port of Jakarta.

The town of Tanjungperak (Surabaya) stands on the banks of Kali Mas, which is navigable by small vessels. The old or lower part of the town is situated between the entrance to the river and a conspicuous tower on a government building (7°15'S., 112°44'E.); it contains the principal government and commercial buildings. The upper or new town lies S of the conspicuous tower.

Tanjungperak stands on the NE extremity of a low plain covered with villages standing amongst paddy fields. The plain extends W for 25 miles to some moderately-high wooded hills, and SSW to Gunung Ardjuna.

Tanjungperak consists of Tanjungperak Basin and the Naval Basin.

(US CH 72234) 30/03

PUB 174 8 Ed 2000 LAST NM 48/02

Page 128—Lines 33 to 42/L; read:

Anchorage.—Within the Singapore Port Limits, no vessel shall, except in an emergency, anchor in an area outside its appropriate designated anchorage.

(17(1868)03 Taunton) 30/03

PUB 194 9 Ed 2002 LAST NM 17/03

Page 185—Lines 2 to 7/R; read:

1. The head of the E breakwater (Swinoujscie) (VHF channel 12).

2. Dolphin No. 80 (53°27'N., 14°36'E.) (VHF channel 69).

3. Brama Torowa 1 (Southbound) (53°48.2'N., 14°0.1'E.). (VHF channel 12).

4. Brama Torowa 1 (Northbound) (53°48.6'N., 14°20.9'E.) (VHF channel 69).

5. Brama Torowa (53°39.9'N., 14°32.0'E.) (VHF channel 69).

6. When leaving a port within the VTS area.

7. When leaving the VTS area.

(BA NP 286) 30/03

COAST PILOT CORRECTIONS**COAST PILOT 2 32 Ed 2003 Change No. 11
LAST NM 28/03**

Page 249—Paragraph 39; read:

In May 2002, the midchannel controlling depth was 7.6 feet. Local knowledge is advised before entering.

(CL 532/03; BP 180161) 30/03

Page 354—Paragraph 137, lines 1 to 2; read:

In July 2002, the controlling depth was 7.3 feet (7.8 feet at midchannel) in the channel from Point ...

(CL 551/03; BPs 180191-92; NOS 12352) 30/03

Page 372—Paragraph 190, lines 3 to 4; read:

water in Lower Bay to Rockaway Inlet. In July 2002, the controlling depth was 11.7 feet. It is used principally ...

(CL 582/03; BPs 180232-33) 30/03

**COAST PILOT 5 30 Ed 2003 Change No. 24
LAST NM 27/03**

Page 151—Paragraph 3726, line 4; read:
expiration date.

(r) *Moratorium on charter vessel/headboat permits for Gulf coastal migratory pelagic fish and Gulf reef fish.* The provisions of this paragraph (r) are applicable through June 16, 2006. Notwithstanding the other provisions of this paragraph (r), the expiration dates of all charter vessel/headboat permits for Gulf reef fish or Gulf coastal migratory pelagic fish that were not issued under the provision of this paragraph (r) and that were valid or renewable as of December 17, 2002, will be extended through November 13, 2003, provided that a permit has not been issued under this paragraph (r) for the applicable vessel.

(1) *Applicability.* Beginning November 13, 2003, the only valid charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish are those that have been issued under the moratorium criteria in this paragraph (r). No applications for additional charter vessel/headboat permits for these fisheries will be accepted. Existing permits may be renewed, are subject to the transferability provisions in paragraph (r)(9) of this section, and

COAST PILOT 5 (Continued)

are subject to the requirement for timely renewal in paragraph (r)(10) of this section.

(2) *Initial eligibility.* Initial eligibility for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish is limited to the following:

(i) An owner of a vessel that had a valid charter vessel/headboat permit for Gulf reef fish or coastal migratory pelagic fish on March 29, 2001, or held such a permit during the preceding year or whose application for such permit had been received by NMFS, by March 29, 2001, and was being processed or awaiting processing.

(ii) Any person who can provide NMFS with documentation verifying that, prior to March 29, 2001, he/she had a charter vessel or head/boat under construction and that the associated expenditures were at least \$5,000 as of that date. If the vessel owner was constructing the vessel, the vessel owner must provide NMFS with receipts for the required expenditures. If the vessel was being constructed by someone other than the owner, the owner must provide NMFS with a copy of the contract and/or receipts for the required expenditures.

(iii) A historical captain, defined for the purposes of paragraph (r) of this section as a person who provides NMFS with documentation verifying that

(A) Prior to March 29, 2001, he/she was issued either a USCG Operator of Uninspected Passenger Vessel license (commonly referred to as a 6-pack license) or a USCG Masters license; operated, as a captain, a federally permitted charter vessel or headboat in the Gulf reef fish and /or coastal migratory pelagic fisheries; but does not have a fishery permit issued in their name; and

(B) At least 25 percent of his/her earned income was derived from charter vessel or headboat fishing in one of the years, 1997, 1998, 1999, or 2000.

(3) *Special conditions applicable to eligibility based on historical captain status.* A person whose eligibility is based on historical captain status will be issued a letter of eligibility by the RA. The letter of eligibility may be redeemed through the RA for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish, with a historical captain endorsement. The letter of eligibility is valid for the duration of the moratorium; is valid only for a vessel of the same or lesser authorized passenger capability as the vessel used to document earned income in paragraph (r)(2)(iii)(B) of this section; and is valid only for the fisheries certified on the application under paragraph (r)(2)(iii)(A) of this section. A charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish with a historical captain endorsement is valid only on a vessel that the historical captain operates as a captain.

(4) *Determination of eligibility based on permit history.* NMFS' permit records are the sole basis for determining eligibility based on permit or application history. An owner of a currently permitted vessel who believes he/she meets the permit or application history criterion based on ownership of a vessel under a different name, as may have occurred when ownership has changed from individ-

ual to corporate or vice versa, must document his/her continuity of ownership. An owner will not be issued initial charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish under the moratorium in excess of the number of federally permitted charter vessels and/or headboats that he/she owned simultaneously at some time during the period March 29, 2000 through March 29, 2001.

(5) *Application requirements and procedures—(i) General.* An applicant who desires a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish must submit an application for such permit to the RA postmarked or hand-delivered not later than September 15, 2003. Application forms are available from the RA. The information requested on the application form varies according to the eligibility criterion that the application is based upon as indicated in paragraphs (r)(5)(ii), (r)(5)(iii), and (r)(5)(iv) of this section; however, all applicants must provide a copy of the applicable, valid USCG Operator of Uninspected Passenger Vessel license or Masters license and valid USCG Certificate of Inspection. Failure to apply in a timely manner will preclude permit issuance even when the applicant meets the eligibility criteria for such permit.

(ii) *Application based on the prior permit/application history criterion.* On or about June 16, 2003, the RA will mail an application for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish to each owner of a vessel who, according to NMFS' permit records, is eligible based on the permit or application history criterion in paragraph (r)(2)(i) of this section. Information requested on the application is consistent with the standard information required in paragraph (b)(3)(ii) of this section. The RA will also mail each such owner a notice that his/her existing charter vessel/headboat permit(s) for coastal migratory pelagic fish and/or Gulf reef fish will expire November 13, 2003, and that the new permit(s) required under this moratorium will be required as of that date. A vessel owner who believes he/she qualifies for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on permit or application history, but who does not receive an application from the RA, must request an application from the RA and provide documentation of eligibility. The RA will mail applications and notifications to vessel owner addresses as indicated in NMFS' permit records.

(iii) *Application based on a charter vessel/headboat under construction prior to March 29, 2001.* A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on the vessel-under-construction eligibility criterion in paragraph (r)(2)(ii) of this section must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and the documentation of construction and associated costs as specified in paragraph (r)(2)(ii) of this section.

(iv) *Application based on historical captain status.* A person who intends to obtain a charter vessel/headboat

COAST PILOT 5 (Continued)

permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on historical captain status must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and documentation of the criteria specified in paragraphs (r)(2)(iii)(A) and (B) of this section. Such documentation includes income tax records pertinent to verifying earned income; a copy of the applicable USCG license and/or Certificate of Inspection; and a notarized affidavit signed by a vessel owner certifying the period the applicant served as captain of a charter vessel or headboat permitted for Gulf reef fish and/or coastal migratory pelagic fish whether the charter vessel or headboat was permitted for Gulf reef fish or coastal migratory pelagic fish or both, and whether the charter vessel or headboat was uninspected (i.e., 6-pack) or had a USCG Certificate of Inspection.

(v) *Incomplete applications.* If an application that is postmarked or hand-delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(6) *Issuance of initial permits.* If a complete application is submitted in a timely manner and the applicable eligibility requirements specified in paragraph (r)(2) of this section are met, the RA will issue a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish or a letter of eligibility for such fisheries, as appropriate, and mail it to the applicant not later than November 3, 2003.

(7) *Notification of ineligibility.* If the applicant does not meet the applicable eligibility requirements of paragraph (r)(2) of this section, the RA will notify the applicant, in writing, of such determination and the reasons for it not later than October 14, 2003.

(8) *Appeal process.* (i) An applicant may request an appeal of the RA's determination regarding initial permit eligibility, as specified in paragraph (r)(2) of this section, by submitting a written request for reconsideration to the RA with copies of the appropriate records for establishing eligibility. Such request must be postmarked or hand-delivered within 45 days after the date of the RA's notification of ineligibility and may include a request for an oral hearing. If an oral hearing is granted, the RA will notify the applicant of the place and date of the hearing and will provide the applicant a maximum of 45 days prior to the hearing to provide information in support of the appeal.

(ii) A request for an appeal constitutes the appellant's authorization under section 402(b)(1)(F) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1801 et. Seq.) for the RA to make available to the appellate officer(s) such confidential records as are pertinent to the appeal.

(iii) The RA may independently review the appeal or may appoint one or more appellate officers to review the appeal and make independent recommendations to the RA. The RA will make the final determination regarding granting or denying the appeal.

(iv) The RA and appellate officer(s) are empowered only to deliberate whether the eligibility criteria in paragraph (r)(2) of this section were applied correctly. Hardship or other factors will not be considered in determining eligibility.

(v) The RA will notify the applicant of the decision regarding the appeal within 45 days after receipt of the request for appeal or within 45 days after the conclusion of the oral hearing, if applicable. The RA's decision will constitute the final administrative action by NMFS.

(FR 5/15/03)

30/03

COAST PILOT 5

30 Ed 2003

Change No. 25

Page 316—Paragraph 35, lines 3 to 4; read:

Lake Grande Ecaille. The pass is marked by a light. This pass, Grand Bayou Pass to ...

(CL 776/03; NOS 11358)

30/03

Page 319—Paragraph 80, line 4; read:

through 117.49, chapter 2, for drawbridge regulations.) Severe tidal rips were reported under the bridge; extreme caution is advised. Also at Leeville, there ...

(CL 675/03)

30/03

Page 324—Paragraph 179, line 1; read:

Oyster Bayou Light (29°12'52"N., 91°07'43"W.), 30 feet ...

(20/03 CG8; LL/03)

30/03

Page 357—Paragraph 324, lines 7 to 11; read:

of Red Fish Bar, there are several dredged openings through the spoil bank that permit passage into NE part of **Upper Galveston Bay**; see the chart for depths.

(18/03 CG9; CL 306/03)

30/03

COAST PILOT 5

30 Ed 2003

Change No. 26

Page 353—Paragraph 249, lines 3 to 4; read:

for about 2 miles to another turning basin. In March 2003, the controlling depth was 39 feet in the channel and 40 feet in the basin. The ...

(CL 1019/03; CO 030/00)

30/03

Page 355—Paragraph 282, lines 3 to 4; read:

entrance channel to Trinity River. In December 2002, the controlling depth was 6.0 feet. The channel is marked by lights and ...

(CL 1019/03; CO 030/00)

30/03

Page 364—Paragraph 460, lines 5 to 6; read:

the Intracoastal Waterway. In January 2003, the controlling depth was 9.7 feet (10.9 feet at midchannel) to the Monsanto basin. It ...

(CL 1019/03; CO 030/00)

30/03

Page 369—Paragraph 59, lines 7 to 8; read:

Waterway. In January 2003, the controlling depth was 7.7

COAST PILOT 5 (Continued)

feet (9.0 feet at midchannel) to about 3.75 miles above the mouth; ...

(CL 1019/03; CO 030/00) 30/03

Page 404—Paragraph 410, lines 2 to 3; read:

leads S about 0.5 mile and joins the Colorado River. In January 2003, the controlling depth in the channel was 6.4 feet.

(CL 1019/03; CO 030/00) 30/03

Page 404—Paragraph 413, lines 5 to 6; read:

January-April 2003, the channel had a controlling depth of 1.2 feet (1.9 feet at midchannel). The Gulf entrance to the flood discharge ...

(CL 1019/03; CO 030/00) 30/03

COAST PILOT 5 30 Ed 2003 Change No. 27

Page 115—Paragraph 2491, line 1; read:

§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Florida.

(a) *Location.* The following areas are security zones:

(1) *Fixed and moving security zones around vessels in the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida.* Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida. These moving security zones are activated when the subject vessel passes: “LW” buoy, at approximate position 26°46.3'N., 080°00.6'W., when entering the Port of Palm Beach, passes “PE” buoy, at approximate position 26°05.5'N., 080°04.8'W., when entering Port Everglades; the “M” buoy, at approximate position 25°46.1'N., 080°05.0'W., when entering the Port of Miami; and “KW” buoy, at approximate position 24°27.7'N., 081°48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida.* A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points

25°46.79'N., 080°10.90'W., to

25°46.77'N., 080°10.92'W. to

25°46.88'N., 080°10.84'W., and ending on Watson Park at 25°47.00'N., 080°10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in approximate position 25°46.33'N., 080°09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25°46.26'N., 080°09.18'W. The fixed

security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contracted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades.* A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26°05.98'N., 080°07.15'W., near the west side of the 17th Street Causeway Bridge, to the southern most point 26°05.41'N., 80°06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Waterway between a line connecting point 26°05.41'N., 080°06.97'W., on the northern tip of berth 22 and a point directly east across the Intracoastal Waterway to 26°05.41'N., 080°06.74'W.; and a line drawn from the corner of Port Everglades berth 29 at point 26°04.72'N., 080°06.92'W., easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26°04.72'N., 080°06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their position while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitor-

COAST PILOT 5 (Continued)

ing these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, Channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(4) The Captain of the Port Miami may waive any the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passengers for hire making voyages lasting more than 24 hours, except for a ferry.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.762 Security Zone; St. Thomas, U.S. Virgin Islands.

(a) *Location.* Moving and fixed security zones are established 50 yards around all cruise ships entering, departing, moored or anchored in the Port of St. Thomas, U.S. Virgin Islands. The security zone for a cruise ship entering port is activated when the vessel passes: St. Thomas Harbor green lighted buoy 3 in approximate position 18°19'19"N., 64°55'40"W. when entering the port using St. Thomas Channel; red buoy 2 in approximate position 18°19'15"N., 64°55'59"W. when entering the port using East Gregorie Channel; and red lighted buoy 4 in approximate position 18°18'16"N., 64°57'30"W. when entering the port using West Gregorie Channel. These zones are deactivated when the cruise ship passes any of these buoys on its departure from the Port.

(b) *Regulations.* (1) Under general regulations in §165.33 of this part, entering, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port of San Juan.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at the Greater Antilles Section Operations Center at (787) 289-2041 or via VHF radio on Channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his designated representative.

(3) The Marine Safety Office San Juan will attempt to notify the maritime community of periods during which these security zones will be in effect by providing advance notice of scheduled arrivals and departures of cruise ships via a broadcast notice to mariners.

(c) *Definition.* As used in this section, cruise ship means a

passenger vessel greater than 100 feet in length that is authorized to carry more than 150 passengers for hire, except for a ferry.

(d) *Authority.* In Addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.802 Lower Mississippi River vicinity of Old ...

(FR 01/23/03; CL 1161/03; FR 06/04/03) 30/03

COAST PILOT 5 30 Ed 2003 Change No. 28

Page 221—Paragraph 342, lines 6 to 7; read:
Waterway. In January 2003, the controlling depth was 3.9 feet (5.5 feet at midchannel) to the highway bridge, thence 4.2 feet (4.5 feet at midchannel) to the ...
(CL 391/03; BPs 179952-56) 30/03

Page 258—Paragraph 215, lines 4 to 5; read:
paved launching ramp is near the bridge. The launching ramp is accessible at high water only.
(DB 1420) 30/03

Page 258—Paragraph 218, lines 3 to 5; read:
park with a launching ramp on the point.
(DB 1418) 30/03

Page 273—Paragraph 163, line 5; read:
February 2003, the controlling depth was 13.0 feet in the entrance ...
(BPs 180728-30) 30/03

Page 273—Paragraph 163, line 10; read:
buoys, lights, and daybeacons. State Route 188 highway bridge has a ...
(LL/03) 30/03

Page 278—Paragraph 236, lines 5 to 7; read:
Route 90 highway bridge. In March 2003, the controlling depth was 6.8 feet (8.3 feet at midchannel). The channel is marked by lights and daybeacons. **Biloxi Channel**, a ...
(BPs 180720-27; LL/03; NOS 11372) 30/03

Page 278—Paragraph 236, lines 11 to 14; read:
highway bridge. In March 2003, the controlling depth was 6.4 feet (7.7 feet at midchannel) to Daybeacon 14; thence in 2001-March 2003, 7.4 feet (8.0 feet at midchannel) to the junction with the Biloxi East ...
(BPs 180718-19) 30/03

COAST PILOT 5 30 Ed 2003 Change No. 29

Page 213—Paragraph 175, line 21 to Paragraph 176; read:
In 2000, the channel had a reported controlling depth of 2 feet with lesser depths reported in the basin.

The island has three marinas. One is at the N end on the E side of the causeway, and two are on the W side of the island. Two marinas have protected basins. All have gasoline, water,

COAST PILOT 5 (Continued)

and ice available. A boatyard on the E side of the island has a marine railway that can handle craft to 53 feet for hull and engine repairs.

(NOS 11430; CL 923/03) 30/03

Page 213—Paragraph 180, lines 4 to 5; read:

Service. In 2000, depths of less than 4 feet were reported in the channel with shoaling in the basin. A visitors center of The ...

(NOS 11430) 30/03

Page 213—Paragraph 188, lines 6 to 7; read:

gasoline, water, ice, limited marine supplies, dry storage, and a launching ramp; engine repairs can be made. In February 2003, a reported approach depth of 5 ...

(CL 923/03) 30/03

Page 215—Paragraph 219, lines 7 to 11; read:

Water Turkey Bay. There are several marinas on the N side of the Cocohatchee River near the mouth that provide gasoline, diesel fuel, water, ice, dry storage, and marine supplies. Hull, engine and electronic repairs can be made; lift to 5 tons.

(CL 906/02; CL 938/01) 30/03

Page 257—Paragraph 196, line 7; read:

November 2002, the controlling depth was 4.5 feet (8.0 feet at ...

(CL 8/03) 30/03

Page 329—Paragraph 282, lines 12 to 17; read:

bascule bridge has a reported clearance of 4 feet down and 73 feet up. (See **117.1 through 117.59 and 117.435**, chapter 2, for drawbridge regulations.) An overhead power cable at the highway bridge has a ...

(23/03 CG8; 33 CFR 117) 30/03

COAST PILOT 7 34 Ed 2002 Change No. 21
LAST NM 27/03

Page 30—Paragraph 676, lines 1 to 2; read:

Compliance with the Federal Water Pollution Control Act or Clean Water Act.—The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No-Discharge Zones.—Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing

waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution.—The FWPCA also prohibits ...

(CL 139/02; 40 CFR 140) 30/03

Page 168—Paragraph 4347, line 8; read:

Test Range during testing phases.

TITLE 40—PROTECTION OF ENVIRONMENT

Part 140—Marine Sanitation Device Standard

§140.1 Definitions.

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to pre-

COAST PILOT 7 (Continued)

vent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are "appropriate standards" for purposes of Coast Guard and Department of Defense certifica-

tion pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularity the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohi-

COAST PILOT 7 (Continued)

bition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140) 30/03

Page 179—Paragraph 19, line 3; read:
limits and regulations.)

No-Discharge Zone.—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in San Diego Bay. The NDZ is comprised of the portion of San Diego Bay that is less than 30 feet deep at mean lower low water (MLLW), as determined from the most recent NOAA nautical chart.

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chap-

ter 2).

(NOS/03; 40 CFR 140)

30/03

Page 183—Paragraph 96, line 22; read:

Basin. The inner bay has depths of about 6 feet.

No-Discharge Zone.—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Mission Bay. It encompasses the entire bay (see NOAA chart 18765 for the zone limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(NOS/03; 40 CFR 140)

30/03

Page 184—Paragraph 116, line 14; read:

and a light on the S side.

No-Discharge Zone.—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Oceanside Harbor. It encompasses the entire harbor (see NOAA chart 18758 for the zone limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(NOS/03; 40 CFR 140)

30/03

Page 186—Paragraph 140, line 2; read:

110.1 and 110.93, chapter 2, for limits and regulations.)

No-Discharge Zone.—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Dana Point Harbor. It encompasses the entire harbor (see NOAA chart 18746 or 18774 for the zone limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(NOS/03; 40 CFR 140)

30/03

Page 201—Paragraph 508, line 4; read:

berthing facilities for over 2,400 boats.

No-Discharge Zone.—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Channel Islands Harbor. It encompasses the entire harbor (see NOAA chart 18725 for the zone limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(NOS/03; 40 CFR 140)

30/03

COAST PILOT 7

34 Ed 2002

Change No. 22

Page 128—Paragraphs 2997 to 3004; read:

§165.1101 Security Zone: San Diego Bay, CA.

COAST PILOT 7 (Continued)

(a) *Location.* The following area is a security zone: The water area within Naval Station, San Diego enclosed by the following points: Beginning at

32°41'16.5"N., 117°08'01"W. (Point A); thence running southwesterly to

32°41'02.5"N., 117°08'08.05"W. (Point B); to

32°40'55.0"N., 117°08'00.0"W. (Point C); to

32°40'49.5"N., 117°07'55.5"W. (Point D); to

32°40'44.6"N., 117°07'49.3"W. (Point E); to

32°40'37.8"N., 117°07'43.2"W. (Point F); to

32°40'30.9"N., 117°07'39.0"W. (Point G);

32°40'24.5"N., 117°07'35.0"W. (Point H); to

32°40'17.2"N., 117°07'30.8"W. (Point I); to

32°40'10.6"N., 117°07'30.5"W. (Point J); to

32°39'59.0"N., 117°07'29.0"W. (Point K); to

32°39'49.8"N., 117°07'27.2"W. (Point L); to

32°39'43.0"N., 117°07'25.5"W. (Point M);

32°39'36.5"N., 117°07'24.2"W. (Point N); thence running easterly to

32°39'38.5"N., 117°07'06.5"W. (Point O); thence running generally northwesterly along the shoreline of the Naval Station to the place of beginning. All coordinates referenced use datum: NAD 1983.

(b) *Regulations.* (1) In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base San Diego; or Commander, Navy Region Southwest.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619-683-6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(d) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

(FR 5/12/03)

30/03

Page 128—Paragraph 3017 to Page 129—Paragraph 3035; read:

§165.1103 Security Zone: San Diego Bay, CA.

(a) *Location.* The following area is a security zone: The water adjacent to the Naval Submarine Base, San Diego commencing on a point on the shoreline of Ballast Point, at 32°41'11.2"N., 117°13.57.0"W. (Point A), thence northerly to

32°41'31.8"N., 117°14'00.6"W. (Point B), thence westerly to

32°41'32.7"N., 117°14'03.2"W. (Point C), thence southwesterly to

32°41'30.5"N., 117°14'17.5"W. (Point D), thence generally southeasterly along the shoreline of the Naval Submarine Base to the point of beginning. (Point A). All coordinates referenced use datum: NAD 1983.

(b) *Regulations.* (1) In accordance with the general regu-

lations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base Point Loma; or Commander, Navy Region Southwest.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619-683-6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(d) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1104 Security Zone: San Diego Bay, CA.

(a) *Location.* The following area is a security zone: on the waters along the northern shoreline of Naval Base Coronado, the area enclosed by the following points: Beginning at

32°42'53.0"N., 117°11'45.0 W. (Point A); thence running northerly to

32°42'55.5"N., 117°11'45.0"W., (Point B); thence running easterly to

32°42'57.0"N., 117°11'31.0"W., (Point C); thence southeasterly to

32°42'42.0"N., 117°11'04.0"W. (Point D); thence southeasterly to

32°42'21.0"N., 117°10'47.0"W. (Point E) thence running southerly to

32°42'13.0"N., 117°10'51.0"W. (Point F); thence running generally northwesterly along the shoreline of Naval Base Coronado to the place of beginning. All coordinates referenced use datum: NAD 1983.

(b) *Regulations.* (1) In accordance with the general regulations in Sec. 165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base Coronado, or Commander, Navy Region Southwest.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619-683-6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(d) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

(FR 5/12/03)

30/03

COAST PILOT 9
(NOS)

21 Ed 2003 NEW EDITION
30/03